

## Our Suburban Resorts.

R. P. Coburn and E. J. Limehouse, white, and L. Bennett and L. J. Maddocks, colored. It is an economical administration that has a plus regard for the pockets of the villagers; at least it is to be judged so from the present condition of internal improvements. Among the principal private citizens are two phosphate kings, one of whom has but recently settled in Summerville, while the other was a villager long before he became a king. One of these gentlemen is also a director on the South Carolina Railroad, and as one of the principal officers of that road is also a property holder and a resident, and still another officer of the road has recently settled in the village, some hopes are entertained that by their combined influence and exertions the management of the road may be induced to favor the village more than ever. And this leads to the subject of

## RAILROAD ACCOMMODATIONS.

All passenger trains on the South Carolina Railroad between Charleston and Columbia and Augusta stop at Summerville both going and returning. Besides these there is a special Summerville accommodation train that makes one trip up and down every day except Sunday. This gives the following schedule for every day except Sunday and Monday:

LEAVE SUMMERVILLE.	ARRIVE AT CHARLESTON.
8:30 A. M.	9:30 A. M.
10:30 A. M.	11:30 A. M.
12:30 P. M.	1:30 P. M.
3:30 P. M.	4:30 P. M.
5:30 P. M.	6:30 P. M.
LEAVE CHARLESTON.	ARRIVE AT SUMMERVILLE.
9:30 A. M.	10:30 A. M.
11:30 A. M.	12:30 P. M.
1:30 P. M.	2:30 P. M.
4:30 P. M.	5:30 P. M.
6:30 P. M.	7:30 P. M.

This looks like tolerable railroad accommodation for a small village, but the villagers want more, and they think, and not without reason, that double railroad accommodation would give a double population. The ride on the Summerville train, both up and down, is very pleasant. It is made during the pleasantest hours of the day, and is made in very good time, considering the stoppages, of which there are no less than eleven. The road passes through a level country, pleasant and meadow and swamp alternating in agreeable variety. The country, green and pretty even in winter, is rendered perfectly charming in spring by a profusion of jasmine, woodbine, honeysuckle, and water lilies and a thousand other flowers, the names of which cannot be recalled at present. Even the stopping places, though annoying to the regular Summerville passenger, add interest to the ride for strangers. The first is three miles from town, at Discher's farm, where a number of school children get on and off every day, except Saturday. Before you get to that place, you get a view of both rivers—the Cooper on the right and the Ashley on the left. You also have a view of Magallowa and the Schutzenplatz, and a small view of the extensive works of the Charleston Phosphate Company. Discher's farm itself is well worth looking at, being a model garden farm. The buildings, bright as if newly painted, form a pretty group, which is approached by an avenue of live oaks. Even at this unpropitious season of the year the grounds are in perfect order, and large fields of green vegetables are to be seen. Leaving Discher's farm, you next obtain a view of the Atlantic and Stone Phosphate Works, on Ashley River, and a distant glimpse of the Elwan Phosphate Works, on Cooper River. The second stoppage is at the Five-Mile Curve, where, in the morning, laborers get out for the neighboring farms, and, in the afternoon, freight trains are passed. The next place is the Seven-Mile Pump, which is the depot for the Wando Phosphate Works, which are situated on the Ashley River, about three miles distant. Next comes Ten-Mile Hill or Leesville, which is quite an important place, with three dwellings and a store. Here the Summerville afternoon train meets the down passenger train from Columbia and Augusta, and this is also the depot for the mines of the Charleston Phosphate Company, and for a number of farmers. Next come Dudleyville and Dana's Cross Roads, which are only occasional stopping places. Thirteen miles from town is Slinest's Station, where there is a postoffice, a grand railroad saw mill and an unsuccessful attempt at a railroad artesian well, of both which much fun is made by the opponents of the present administration of the road. This is the station for the mines of the Ashley River Phosphate Company. About a mile and a half further up the road is Ingleside. This is not a regular stopping place, but is the country seat of Professor F. S. Holmes, and the train often stops for the accommodation of his family and his guests. There is not a more hospitable man than the professor, nor one better posted in the topography, history and legends of lower Carolina, and therefore the tourist who can make his acquaintance may consider himself fortunate. The next occasional stopping place is Woodstock, which was the first breakfast station on the South Carolina Railroad; established, if not in the days when cars were propelled by sails, at any rate in those when people rode in barrel cars and conductors walked on planks outside. The old breakfast house is still there, although in ruins, while a larger and more pretentious building, more recently erected, was also fast going to ruin, until some few months ago some enterprising person repaired it for use as a residence, and built a line mill just across the road. The next station is Ladson's Turnout, seventeen miles from Charleston. This is a seat of a camp ground of the colored Methodists, and during camp meeting a large crowd of persons from Charleston, as also from the country above, avail themselves of the facilities of the road to attend. The next and last station before reaching Summerville is Grant's Station, alias Twenty Mile, alias Cainsville, alias Lincoln, alias Timbuctoo, &c. This is quite an extensive negro village, founded by Daddy Cain. It rivals Summerville in size, and probably in population. The bishop himself has quite a nest summer residence here, while the cottages of his flock extend along regularly laid out streets in every direction.

THE SUMMERVILLE CLUB.

One great advantage enjoyed by the gentlemen living in Summerville and doing business in Charleston is that without the expense they enjoy all the privileges of a social club. Going up and down on the train day after day together, they naturally become well acquainted, and they have at least two leisure hours a day for pleasant chat. They generally form themselves into groups, and a quiet listener can hear one crowd talking phosphate, another debating some law point, while a third can be heard in very animated discussion of the last deer hunt. Every morning the arrival of THE DAILY NEWS at Ladson's interrupts these topics of conversation, and for a while gives variety to the topics of conversation. There are also a juvenile club of a score or so of school children, mostly boys, the older ones of whom always make things lively, sometimes rather too much so for the comfort of older and more sedate passengers.

## THE EXPENSE OF LIVING.

To keep house in Summerville costs, railroad expenses included, about the same as it does in Charleston. Good houses with from four to eight rooms, generally six rooms, and large yards, from an acre to two acres in extent, can be rented at from ten to twenty dollars per month, according to quality of house, character of neighborhood and distance from depot. There are some few houses in the village which are at present rented at higher prices, but under exceptional circumstances. The same houses described above can be bought at from one thousand dollars to twenty-five hundred dollars. It is not necessary, but generally thought desirable to purchase groceries and marketing in the city. Market baskets are carried by the road free of charge, and the only trouble the Summerville villager has is to carry his empty basket to the market, the butcher sending it to the road with fresh meat to go by the 9:30 A. M. train, and it thus reaches Summerville in time to be cooked for dinner. Freight has to be paid on the groceries, and that amounts to a considerable item of expense in the course of a year. The passenger fare on the Summerville train is very moderate, and will compare with that of similar trains on any road in this country. The fare for a single trip from Charleston to Summerville and return, or vice versa, is one dollar, or about two and-a-half cents per mile. A month's ticket is eight dollars and thirty-three cents, or about five-eighths of a cent a mile, if the ticket is used twice a day. A three month's ticket costs twenty dollars, or about two-fifths of a cent a mile, the ticket being used in the same manner. The fare then is cheap enough, and, as above said, it costs no more to live in Summerville. Fresh air, plenty of outdoor exercise, and consequent health and most of the comforts of life are to be had in Summerville. Why, then, do not more Charleston business men live there? Simply because, although the best thing in the world for their families, it is too hard on themselves. The time that in town they could spare to be with their families, if they live in Summerville, is spent on the road. If they go up at night it takes an hour and a half, and that is fatiguing, although the same distance made in one-third the time would not be. It is safe to say that if with eleven and sometimes twelve stoppages, which take at least from three to five minutes and sometimes longer, the distance can be made in one hour and a quarter, the actual running time cannot be much more than half an hour. Any one running on the road knows that the speed could be increased without danger. Therefore, an express train to Summerville not stopping on the way need not take more than half an hour. Such a train, in addition to the present accommodation train, would not interfere with those who are satisfied with the present arrangement, and would enable and induce a great many Charleston business men to avail themselves of Summerville as a place of residence for the benefit of their families. It would help Charleston too, as strangers then need not fear to locate on account of yellow fever, it being a matter of experience that a man can spend all day in Charleston in yellow fever season with safety, provided he spend the night in Summerville.

## ITS HISTORY AND ITS FUTURE.

For the purposes of this article these can be summed up in a very few words. Summerville was about fifty years ago a common squatter settlement. About that time two or three planters discovering its healthfulness made it their summer residence. It gradually increased in importance until at the time the war broke out it was the summer resort of many wealthy planters. Satisfied with and enjoying their own society, the inhabitants were rather opposed to hotels and such like institutions. All that is changed now, and most of the land owners would like to have sold land increase in value. Whether it is or not, whether Summerville remain a small country village or become an important suburb of Charleston, and well known and popular resort for invalids from all parts of the world, depends first, upon the energy of the landholders; second, upon the prosperity of Charleston, and last, but not least, upon the management of the South Carolina Railroad.

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